ARRIVAL OF THE

STEAM SHIP GREAT WESTERN.

HIGHLY INTERESTING NEWS.

SEVEN DAYS LATER

FROM EUROPE. STATE OF THE HARVEST.

More Orders sent to America for Food.

ANOTHER SLIGHT REDUCTION IN COTTON.

Progress of the New Religion in Continental Europe.

INTERESTING RESULTS.

ATTEMPTED REVOLUTION IN ITALY.

French Reverses in Morocco.

ABD-EL-KADER AGAIN IN THE FIELD!

THE REPUBLICAN IMPULSE IN EUROPE. ITS RAPID STRIDES.

CONTINUANCE OF THE RAILWAY MANIA.

The Fresh Movements in Ireland.

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The steam ship Great Western, Captain Mathews, arrived early yesterday morning, after a passage of sixteen days and a half over the ocean.

Our advices by her are to the 11th inst., inclusive, from Liverpool, and 10th from London.

She brings 128 passengers.

The news is important, especially in a commer-

The crops in Great Britain are short. There is hardly a mistake about this now. Owing to this deplorable eccurrence to the poor laboring classes of England, more orders for food have been received

This failure of the harvests in England continued to have its effect on the cotton market. That article, in consequence, had experienced another slight

The accounts from the manufacturing districts are, upon the whole, encouraging. In the Woollen districts of Yorkshire business was brisk, and the same may be said of business in Manchester and the

Apart from the commercial intelligence, the advices, politically, are interesting. The spirit of republicanism seems to be spreading in all parts of This is seen in the new religious reformation in Germany-the recent attempted revolution in Italy-the organization of secret societies in Switzerland for the overthrow of crowned headsthe new Protestant impulse in France-the riots in Spain-and even in the efforts of Abd-el-Kader to rid himself of the French in Morocco.

The Yorkshire, Captain Bailey, arrived at Liverpool on the 4th instant, and the Southerner, Palmer, on the 9th.

The Produce markets generally exhibited a firm

and buoyant feeling. The price of iron continued to advance, and on have demanded, and obtained, an extra 20s. per

ton, and pigs 10s. per ton. It is said that Her Majesiy, Queen Victoria, is again "in the state" &c.

The crops of wheat, barley, and peas in Holstein Denmark, and Pomerania are said to be satisfactory

both as regards the quantity and the quality.

The Prussian government has prohibited the exportation of potatoes from Westphalia and the

One of the manufacturing firms of Sheffield, apologizing to a customer for not having completed an order, attributes it to the injurious effects which he saffirms are resulting to the trade from the railway pleasure trips and gipsey parties, now so frequently induged in.

There is a rumor in town that the quit and Crown rents of Ireland, valued at about £30 000 per annum are to be given to the Roman Catholics of Ireland for the building and repair of their churches. In the United Kingdom there are 363 judges, with

The railway fever rages as violently in France as in England. The sum drawn out of the Paris Savings Bank, last week, principally for purposes of speculation in shares, was 2 367,727f., whilst the deposits amounted only to 501,135f.

The Mining Journal repeats the story that Government has determined on transferring the North American Packet Station from Liverpool to Bantra Bay.

Bay.

Scientific Expeditions.—Mr. Hartweg, who has for some years been employed by the Horticultural Society in making collections for their gardens in Mexico and Guatemala, has just been sent out to California, which was explored for the same purpose some years since by the late Mr. Douglas. The fate of this last traveller was very tragical; for on his return home, by way of the Sandwich Islands, he fell into a pit dug for catching wild bulls, in which there happened to be one, and the infuriated animal gored him to death.

SAILING OF AGRICULTURAL LABORERS FOR NORTH SALING OF AGRICULTURAL LABORERS FOR NORTH AMERICA—On Saturday, the 4th instant, the Toron to, 700 tons burden, Captain Tinker, sailed from the St. Katharine's Docks, London, having on board 60 steerage passengers, all agricultural laborers, from the counties of Bedford, Buckingham and Oxford. On board the same vessel the collection of wild beasts belonging to Van Amburgh, proceeded on their voyage to New York.

THE IRON TRADE.—Short and Mahony, in their circular of the 7th instant, state, with reference to the export of British iron for the last 10 years, that it has steadily increased "from about 219,000 tons in 1835 to 460,000 tons in 1843, and 472,000 tons in circular of the 7th instant, state, with reference to the export of British iron for the last 10 years, that it has steadily increased "from about 219,000 tons in 1835 to 460,000 tons in 1843, and 472,000 tons in 1844. So that the exports in the last year are much more than double those of 1835; and it is worthy of remark, that higher prices prevailed in 1844 (the year of the largest export) than in 1843; so that it may be fairly inferred, that a rise in prices, when the article is wanted, does not necessarily check demand; indeed, on the contrary, it may safely be asserted, that in 1844 the demand caused the rise. If this be an accurate view of the question, it is well worthy the attention of producers and purchasers to consider the probable effect on prices of the present prospects of great additional demand for iron of every sort, in consequence of the many railways projected in the United Kingdom, in Russia, Germany, Italy, Spain, and Portugal; as well as in our East Indian empire, and our colonies in North America, the West Indies and Australasia." Towards the month of March last prices were run up to 54. 10s. for Scotch pig iron; 94. 10s. to 104. for Welsh bars, and 124. 10s. to 134. for rails. In April, May and June, prices gradually receded to 60s. for Scotch pigs; 74. for Welch bars; and 8 10s. to 94. for rails. The decline brought out the right class of buyers: and the trade, the founders, some exporters, and some railway companies, began to purchase. Nearly all the weak holders have parted with their stocks; most of the iron masters are full of orders; prices have steadily advanced to 35s. to 100s. for Scotch pigs, 94. for Welsh bars, and 114 to 124 per ton for rails; and the market has assumed a wholesome position, while no disposition is evinced by makers to run up prices beyond what

the demand upon them fully justifies, and a steady trade may be calculated upon for some time to come. the demand upon them fully justifies, and a steady trade may be calculated upon for some time to come.

ARREST AND COMMITTAL OF AN AMERICAN FUGITIVE.—On the 6th inst., a dark-featured middleaged man, described as John Comstock Clinton, merchant, of Somerset, Whitechapel, was brought before Mr. Hall, on a warrant granted by his worship under the act of treaty between her Majesty and the United States, for giving up criminals fugitive from justice, &c., charged with being concerned in the forgery by which the Messrs. Little & Co. bankers and stockbrokers of New York, were defrauded of 23,000 Mexican dollars in 1841. The prisoner had been arrested before on the same charge, but got offen the ground of some informality. Mr. Chambers, Q. C., who formerly defended the prisoner was retained on this occasion for the presecution, and Mr. Clarkson appeared for the delence. There was a good deal of argument on points raised by Mr. Clarkson, who urgently pleaded for a remand, and demanded for his client the privilege of disproving the charges thus irregularly brought against him. Mr. Hall, however, declined Mr. Clarkson's request, and certified the committal of the prisoner to the Government. An application for the copy of the depositions was also refused to the prisoner to client, it appears that the check itself was presented elsewhere, and that the 2000 sovereigns paid by the clerk to the prisoner were in exchange for Union Bank Notes, supposed to be the produce of the check. A writ of habeas corpus has been obtained, so that the points raised by Mr. Clarkson will be shortly argued before the Judges of the Queen's Bench.

A letter from Frankfort in the Cologne Gazette,

Clarkson win be shortly argued before the Judges of the Queen's Bench.

A letter from Frankfort in the Cologne Gazette, states that the different governments of the Zollverein are to decide in common how far it will be useful to prohibit completely, or only to restrict, the importation of patatoes and corn at the present con-

RAILWAY DEPOSITES.—As the end of the year is now approaching, numberless conjectures are afloat as to the time and manner in which the large deposits accruing upon railway projects must be placed in the hands of the Accountant-General. At a moderate estimate the sums which will thus have to be provided amount to no less than 30,000,000 sterling, more than the whole circulation of the Bank of England, and, perhaps, three times as much as could be withdrawn at any one time without seriously embarrassing the whole currency of the country. There is not an individual, however experienced in monetary affairs, who is able, satisfactorily to his own mund, to explain how this money is to be provided, especially if a large proportion is called for at the same time, which is likely to be the case. The question, therefore, universally asked, and which would probably puzzle the Accountant General himself to answer, is, how much would be wanted at once, and what would be done with it when in his possession! At present the money arising from railway deposits instead of making any servity, rather present the what would be done with it when in his possession? At present the money arising from railway deposits instead of making any scarcity, rather increases the previous abundance, because it passes into the hands of the various bankers to the railway companies, who, of course, employ it again to the extent to which they consider they may safely and prudently do so. According to general conjecture, the month of February being that in which Parliament opens, will be the time on which a large portion of the money will, in due course, be required; but the subject will demand the most vigilant attention on the part of the Chancellor of the Exchequer, in regulating its progress, and it is thought by many that it may prove an over-match for the utmost degree of caution which the Treasury can exercise.

IMPULSE GIVEN TO NEWSPAPERS BY THE RAILWAY MANIA.—The railway mania knows no abatement; it appears, on the contrary, to increase. The daily press are reaping a rich harvest by the prodigal outlesy. All the leading organs of opinion are obliged to stint their readers of their customary quantity of intelligence, to make room for the lengthy prospectuses which set forth in tempring colors how speedily a fortune is to be made by dabbling in their wares. The diurnals give every day a supplement as large as their regular sheet, stufled with these announcements, and on some occasions a second daily supplement is found insufficient. The proprietors of the daily press are "making hay while the sun shines." Their charges on these announcements would be deemed incredulous in any country but England. A leading morning paper receives, in the course of one week, at the present time, from the source to which we allude, as much hard cash as the chief magistrate of the Union is paid annually for his services. How many German princes would gloat over the revenues of a single newspaper establishment. As to the weekly and semi-weekly influx of newspapers, that spring like mushrooms into existence, devoted to railway purposes, their name is "legion." When so much money is to be made there is every temptation to fraud—and it is pretty well ascertained, that some of the new railway schemes deserve that appellation in its fullest italicised sense. Attorneys, with little practice and less character, are found, who, with a secretary of the same calibre, set the bubble in motion, and, by a process perfectly well known to the initiated, get a IMPULSE GIVEN TO NEWSPAPERS BY THE RAILWAY

cised sense. Attorneys, with little practice and less character, are found, who, with a secretary of the same calibre, set the bubble in motion, and, by a process perfectly well known to the initiated, get a batch of persons, of seeming respectability and high-sounding names, who sell themselves to the concern on the understanding, that if it fail, they are to be held harmless—if it succeed, they are to share in the spoil. "Herewith I send you a fat goose—pluck him," was the quaint introduction which a lawyer once gave to a client when he introduced him to a brother shark; and the same description applies, at the present moment, to many an unconscious votary of Plutus in the purileus of every stock exchange in the kingdom—Liverpool Times, Oct. 11

THE Steamship Massachusetts—The steamship Massachusetts arrived here on the 3rd instant, after a passage of 17½ days from New York. She is a new and beautiful vessel, rigged for a sailing ship, with the addition of the screw propeller. Her first passage across the Atlantic proved most satisfactory in every respect. When off Liverpool, a letter was addressed to Mr. Forbes, and other proprietors of the ship, by Colonel Perkins of Boston, and the other passengers on board. The testimony of so able and experienced a gentleman as Col. Thomas H. Perkins is of the first importance. He has been one of the greatest travellers by sea and land, and after a long and honorable life devoted to commerce, he again, at the advanced age of 80 years, visits Europe with a view of farther extending the commerce and intercourse of the two countries.

Increase of National Perkins of capital in the Ecome.

visits Europe with a view of farther extending the cenimerce and intercourse of the two countries.

Increase of National Wealth.—In an article on the annual accumulation of capital in the Economist's Railway Monitor of the 4th instant, we meet with the following extraordinary instances of extension: In 1820, the whole of the shipping belonging to the United Kingdom was 2.648,583 tons; at the commencement of last year it had increased to 3,583,387 tons, notwithstanding all the ships which during that 24 years had been worn out or lost at sea. In 1820 we had cotton factories capable of working up 151,000,000 lb. of cotton wool, and now we have extended them so, that last year we worked up more than 700,000,000 lbs. In 1820 we had woollen factories capable of working up 7,691,000 lb. of foreign sheep's wool, and now we have increased them till they have consumed last year 69,493,000 lb. of foreign wool, independent of the increase which has in the meantime taken place in the home growth. The silk, linen, and other manufacturing pursuits have extended in a similar way, and this has all been done by the annual investment of the savings of the country, either in absolute extension of mills, or in improvements in the productive power of machinery. The declared value of our exports in 1820, was £35,568,000, and the official value of our imports £31,484,000, but last year our exports had risen to £58,584,000, and our imports to £75,441,555.

The Harvests in Europe.

The Mark Lane Express of the 6th instant.

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The Harvests in Europe.

The Mark Lame Express of the 6th instant, says: In the northern and eastern parts of the kingdom there is still a good deal of grain in the fields; and as the weather seems to have been quite as unsettled there as with us, the conclusion of the harvest must be still further delayed. The chances of the remainder of crops in the later districts being secured in even tolerable order, are, therefore, very slight. In early seasons the northern counties sometimes fare better than the south; such was the case last year, and the enormous produce of wheat in Lincolnshire and Cambridgeshire did much to swell the general yield. This season the defficiency is likely to be much greater in the backward than in the early counties; the corn was not ripe there till the weather became decidedly broken, and the quality will, we fear, prove even worse than the yield. We cannot, therefore, calculate on anything like the large supplies we have been in the habit of drawing from the east coast. The western side of the island has been the more favored this season, but even there the produce of wheat to the acre is complained of, while the weight per bushel is certainly two pounds less than last season. It is, therefore, too certain that the total produce of the kingdom must be regarded as short of usual years, and a steady and progressive rise in the value of bread stuffs must be expected. The upward movement may, and probably will, from time to time, receive checks; but on the whole, wheat will, we think, advance in price until next spring. After that time much will depend on the then appearance of the crop, the probable extent of the spring shipments from the Baltic, and other causes, of which nothing can at present be known.

The Grain markets, both in Liverpoo

and elsewhere, it will be seen, were on the rise. The London market advanced considerably—nearly 2s. per quarter. The remarks which we have made on one or two occasions recently, still apply to the Corn market. The present harvest will yield indifferently, and this, combined with the failure of the crop on many parts of the Continent, from which, in former years, has been drawn a large portion of the supplies, cannot fail to send the price of "bread stuffs" up to a higher figure than they have yet seen. The general failure of the potatoe crop is, as we have before stated, one of the primary elements, in this upward tendency of prices. It may be observed, however, that, as regards England, the disease in the potatoe, in many districts, has nearly disappeared, leaving only a small scab behind, which will not materially injure the properties of that valuable esculent.

Letters from Hungary inform us that the Royal Viceroy has given orders to the various comitats or counties to lay up stores of provisions and corn magazines, in order to meet the famine anticipated here next year, from the failure of this year's harvest. We regret to say that even this humane order meets with opposition from the soi-disant liberal party in several comitats, although all parties should support a measure so beneficial for the country and the people.

a measure so beneficial for the country and the people.

Progress of Railroads in the World.

[From the London Railway Monitor, Oct. 4.]

We cannot but regard railways as a great branch of commerce, standing in regard to our home trade and internal traffic in the same relation as shipping does to our foreign trade. We must, however, most emphatically express the distinction which we make between railways themselves and stock exchange speculation in railway shares—they are two things as far apart as things can be, both in their tendencies and utility. The first inquiry on the subject of railways, to afford us the means of forming an accurate opinion, not only as to their existing extent and importance, but also as to our probable means of carrying those great internal improvements into effect in the future, is to know what has been done in the past. The first application to Parliament for a bill to construct a railway was in 1801, called the Surrey Railway, to be constructed between Wandsworth and Croydon. A bill for that undertaking was passed in the same year. From that time to the end of 1825, acts were obtained for twenty-eight railways, only some of which, however, consisting chiefly of short lines in the coal and iron districts for private use, and the Stockton and Darlington (extending from Stockton to Whitton Park Colliery), for which the act was obtained in 1823, were carried into execution. The following shows the number of railways for which acts have been obtained, to be constructed in Great Britain, and the amount provided to be raised by those acts for the several works, in each year:—

Am't empower.

		lm't empow-	1004	0.000	Am't, &c
		powered to	1834	10	2,312.05
	-	be raised as	1835	16	4,812,83
		capital and	1836	32	22 874,99
passed.	Acts.	as loans.	1837	27	13,521,79
1801 to '25	29	£1,253,100	1839	10	2,096,19
1836	11	1.687,653	1839	16	6,455.79
1027	6	251,608	1840	17	2,495 03
1828	. 8	424,000	1841	14	3 410,68
1829	9	904.125	1812	16	5.311.64
1830	9	733,650	1843	21	3.861.35
1831	9	1,799,875	1844		14 793,99
1832		567.685	1845		
1833		5,525,331	1013	109	56,613,52
1030	To		elve ac's		A STATE OF THE PARTY OF THE PAR

No. 637, 1845.

The result of which is, that up to the end of the last session, the total number of acts passed was four hundred and twelve, for the construction of two hundred and seventy-eight railways; the greater number of acts being accounted for by the fact, that for some lines several acts have been obtained in different years, for extensions, deviations, increase of capital, &c., and that the whole sum empowered to be raised by these acts, amounts to £154,716,937, which sum may be thus divided:—

Amount provided as capital. ... £114,513,035

Amount provided as capital. . . . £114,513,035 Amount empowered to borrow . . . 40,203,902

Total amount from 1801 to '45, incl. £154,716,937 Total amount from 1801 to '45, incl. £164,716,937

These undertakings may, however, be usefully divided into three eras—first, the period from 1801 to 1826, when railways were only a subject of speculative contemplation, and scarcely a reality; second, from 1826 to the end of 1843, during which period practical effect was first, to any extent, given to chose undertakings, and most of which may now be considered as in full operation; and, lastly, the years 1844 and 1845, which may justly be termed, and will in the future history of the country be recognised, as the commencement of a more general and extensive application of the system.

No. Ricays. Capital. Loans. Total.

No. R'ways. Capital. Loans. Total First era, 1801 to 1826... 29 £1,863,100 Second era, 1825 to 1843... 119 57,387,735 21,658,582 79,946,317 Total...... 148 58,650,835 21,968,582 80,309,417

The railways actually completed, from 1823, in which year the Stockton and Darlington was opened, to the end of 1844, comprise altogether sixty-four lines, of an aggregate length of 2,069½ miles, and have been constructed at an actual cost of 64, 238,600%; being an average of 31,048% per mile. The following is the order in which these railways have been completed:—

Date of	Number of	Length.	
Completion.	Railscays.	miles.	Cost
1823	One	38	£256,100
1830	hree,	47%	1,780,000
1811	Two	14%	185,000
1832	One	16	175,000
1834	Two	35	375,400
1835	One	6	38,400
1837	<u>T</u> wo	27	156 000
1838	Ten,	3573/2	11,471.600
	Six		2,692,200
1840	Sev n	219	8,405,701
1841	Twelve	423	17,452,900
1812	Eight	355%	18,472 600
1843	Two	66%	3,052,800
1844	Seven	30216	5,586,000
No date giv	enSeven	831/2	2,137,000
Total C	d lines om Report of the	2,05914	64,238,600

-Compiled from Report of the Board of Trade.

20f this 64,238,600t, as nearly as we can estimate, the sum of 60,000,000t was expended in the twelve years, beginning January 1st 1833 and ending December 31st 1844; or at the rate of 5,000,000t annually. The present actual position of the railway system, as far as lines have been completed or sanctioned by Parliament, may be thus stated:—

Railways completed up to 1844, 69 2,069½ £64,238,600 Railways in progress, . . . . 130 3,543 74,407,520 Railways in progress, ... "130 3,543 74,607,520

The country in Europe next in importance to Great Britain, as respects the introduction of the railway system, is Beigium, which was the first to adopt a general system to embrace the whole kingdom. This was done by two laws, one of the lat of May 1834, and the other of the 26th of May 1837, and which laws authorized the government to undertake their construction. These two laws comprehended a system of 343 miles in length; and for this act on the part of the government, which must prehended a system of 343 miles in length; and for this act on the part of the government, which must be considered a bold one, when we remember how much the system was then in its infancy, the Belgian people are entirely indebted to the individual opin-cons and determination of Leopold. The first part that was opened, was the fifteen miles from Brussels to Malines, in May 1835, and which was completed to Antwerp in May 1836. The whole was comple-ted thus.—

and the cost of the whole has been 5,872,160%, or on

And the cost of the whole has been 5,872,1604, or on an average 17,1207 per mile. Some considerable portion, however, of the distance is constructed in a single line. The railways now in progress, and contemplated, are to be constructed by private companies, authorised by the government.

In France, the first law authorizing a railway was passed in 1823, from St. Etienne to Lyons, a distance of 37 miles, but which was not completely opened until 1832. The next law which was passed was in 1829, and from that year up to 1842, various other lines were sanctioned, in all amounting to 19. Up to the beginning of last year, the railways actually in operation in France were:

Length, miles. 552 10,276,000 And there are at this time in the course of construction, under grants made between 1842 and 1845, twelve lines, of the aggregate length of 950 miles.—
The whole system of railways authorised by the French legislature in 1842, over and above the 552 miles already stated as completed, embraces 2,410 miles of railway, and are estimated to cost 18,6171, per mile, or 44,866,9704, of which it is provided that by that act the government shall advance one half, and the undertakers of the several lines the remaining half.

ing half.

In Germany, up to the beginning of last year, 1,384 miles had been completed, 1,227 miles were in progress, and 1,784 miles had been projected, and are now more or less in progress, making a total of 4,345 miles. The cost of German lines has been

8000/ for a double line, per mile. At this rate the completed lines, up to last year, will have cost about 10,500,000/, those now far advanced in progress will represent a further sum of 10,000,000/, and those partially commenced and projected will cost 13,000,000/ more, and, reckoning that one half of the middle class are completed as far as expenditure goes, it may be said that, 15,500,000/ more to complete the entire system as at present determined upon.—
These do not include any of the numerous projects which have been made during the present year.
In America, up to 1840, the total number of railway companies incorporated was 176, whose lines embraced altogether 9,321 miles, of which 3,000 had been completed at an average cost of 4,800/ per mile. By a statement made up to a more recent period (the end of 1844.) we find that 84 lines are opened, embracing 3,688 miles, and have been made at the cost of 17,702,400/. The remaining 5,624 miles, to complete the projects of the companies alluded to, part of which are now far advanced, will require a further sum of 26,995,200/, without including any of the new projects of 1844 and 1845. The following resum, therefore, shows the whole amount of capital at present invested in completed railways in actual operation, and that required to complete those in progress, and for which acts of the legislature have been obtained, and exclusive of all the new schemes.

Total Capital invested in Railways.

Miles.   Miles.   Great Britain   2,0094   Selgium   343   France   502   Germany   304   Do half of 1,227   613½   A merica   1,588	.4mount. 61,238,600 5,872,100 10,276,000 15,500,000 17,702,400	per mile. £31.048 17,120 18,617 7,500 4,800
Grand total 8,650 Thus, exclusive of the short l similar unimportant lines in showing that the whole comp	113,589,160 lines in Hol various of	land, and countries,
world embrace 8,650 miles, m cost of 113,589,160/, and at th	ade at an	ggregate

paration of a considerable number of Catholics from the Roman Catholic church, and the formation of a German Catholic church, the communities of which are continually increasing in various parts of the country. This new church is not only different with regard to its dogmas and church organization from that from which it has separated itself, but also from all the other churches and communities of Germany, professing, however, at the same time to be a Christian church. Our government had therefore to keep in view, with regard to the new church and its members, which are now become very numerous in our country, first, the principle of religious liberty, as adopted by the constitution of our State; and, secondly, the right and privileges granted to the other Christian congregations; and according to these considerations, the ministers have thought it advisable to decree the following temporary regulations with regard to the German Catholic church and its communities, and which are—1. That in all such places where, in consequence of the great number of German Catholics or other local circumstances, the allocation of a particular place of worship should become necessary, the use of an evangelical church should be permitted to the new community, with the exception, however, of the permission of ringing the bells of that church, &c. 2. The doctrines preached by the ministers of the new church must not militate against the constitution of the State.—3. The ministers of the new church are permitted to the romanunities the ceremonies of baptism, marriage and burial, on the condition, however, that a Protestant clergyman be always present on the occasion, but that the latter shall not be obliged to afford his attendance. The committee is of opinion that, considering all the circumstances, and in order that these temporary regulations shall be more effectual, the ministers of the German Catholic church ought to be allowed to perform the resident Protestant divines; and that with respect to marriages, the former should onl

as before the separation?

The committee also approved of the proposal of the government to allow all the new Catholics to maintain for the present their political and municipal rights. This analysis will show that the legislature and the government of Saxony attach considerable importance to the religious movement in Germany, and that a spirit of concession is already manifested by them on certain points which have hitherto given rise to much discontent.

our German Catholic church in Schueidemuhl will shortly be under roof, and we most heartily wish that the reformation festival, the first held under the new impulse, which is to be solemnized in it in the middle of October next, may assemble here all those valuant champions who were raised by the cry for help, which once went forth from this little place; in order that they way they receive the

an those valuant champions who were raised by the cry for help, which once went forth from this little place in order that they may thus receive the thanks of the liberated, and that they behold the first erected German Catholic place of worship which is destined to consecrate to future generations their heroic achievements.

The leader, Ronge, arrived at Frankfort on the 4th inst., from Offenburg, amidst the acclamations of an immense crowd. The German reformed church was placed at his disposal. At Offenburg he was obliged to celebrate service in the open air. It is asserted here that the Senate of the city has refused to forbid Konge preaching in public—such a prohibition having been made, it is said, without effect, by the president of the Germanic Diet, Count Munch Bellinghausen, who is still here.

The ministerial journal, the Epoque, formerly the Globe, states that M. Ronge having intimated his intention of visiting France, received a communication through the French Charge d'Affaires, that he might travel in France as a private individual, but would not be allowed to celebrate worship according to the forms of German Catholicism.

To sum up the whole matter, the latest accounts

ing to the forms of German Catholicism.

To sum up the whole matter, the latest accounts tell us that the new reformation in Germany is spreading rapidly. The Gazette of Elbersfeld states that the conversion of Roman Catholic priests is daily increasing. A converted priest has been chosen pastor at Saarbruck. At Breslau, in Silesia, a most important meeting had been held to discuss the new movement, at which deputies attended from more than 40 Silesian communities. At Frankfort,

in America, spot 158, the total number of rail-way companies incorporated was 176, whose lines have companies incorporated was 176, whose lines have companies incorporated was 176, whose lines have companied at an average cond of 4,500 permit. By a startment made up to a more recent period (the present of 177,02,400). The remaining 5,622 miles to complete the protects of the companies alloaded to, part of 177,02,400. The remaining 5,622 miles to complete the protects of the companies alloaded to, part of the same of 28,505,200, without including any of the expression of the protects of the companies alloaded to, part of the protects of the companies alloaded to, part of the protects of the companies alloaded to, part of the protects of the companies alloaded to part of the protects of th you've been used to, would make you very wretched. No, for if I may boast of anything, Caudle, it has been my propriety of manner all my life. I know that wives who're very particular, arn't thought as well of as those who're not—still, it is very little to be virtuous, if people don't seem so.—And virtue, Caudle—no, I'm not going to preach about virtue, for I never do. No; and I don't go about with my virtue, like a child with a drum, making all sorts of noises with it. But I know your principles. I shall never lorget what I once heard you say to Prettyman: and it's no excuse that you'd taken so much wine you did'nt know what you were saying at the time; for wine brings out men's wickedness just as fire brings out spots of grease.—

taken so much wine you did'nt know what you were saying at the time; for wine brings out men's wickedness just as fire brings out spots of grease.—

What did you say? Why you said this—'Virtue is a beautiful thing in women, when they don't make so much noise about it; but there's some women who think virtue was given 'em, as claws were given to cats'—yes, cats was the word—'to do nothing but scratch with.' That's what you said. You don't recollect a syllable of it? No, that's it; when you're in that dreadful state, you recollect nothing; but it's a good thing I do.

"But we won't talk of that, love—that's all over: I dare say you meant nothing. But I'm glad you agree with me, that the man who'd tie up his widow not to marry again, is a mean man. It makes me happy that you've that confidence in me to say that. You never said it? That's nothing to do with it—you've just as good as said it. No: when a man leaves all his property to his wife without binding her hands from marrying agais, he shows what a dependence he has upon her love. He proves to all the world what a wife she's been to him; and how, after his death, he knows she'll grieve for him—And then, of course, a second marriage never enters her head. But when she only keeps his money so long as she keeps a widow, why she's aggravated to take another husband. I'm sure of it, many a poor woman has been driven into wedlock again, only because she was spited into it by her husband's will—It's only natural to suppose it. If I thought, Caudle, you could do such a thing, though it would break my heart to do it—yet, though you were dead and gone, I'd show you I'd a spirit, and marry again directly. Not but what it's ridiculous my talking in such a way, as I shall go long before you; still, mark my words, and don't provoke me with any will of that sort, or I'd do it.—as I'm a living woman in this bed, I'd do it."

"I did not contradict her," says Caudle, "but suffered her to sleep in such assurance."

Ireland.

Ireland.

Young Ireland and Old Ireland.—These two sections of the Repealers are likely soon to be at dagger-drawing. The Nation, of Saturday, outrageous at the prospect of a new paper, founded expressly to oppose itself, has a fierce denunciation of certain repealers, whom it accuses of pitful hypocrisy, in their pretended mourning for the late Mr. Davies, and threatens terrible exposures. The new paper is to be under the direction of Mr. Barrett, of the Pilot, of whom, and his paper, the editor of the Nation speaks in these terms: "The Most Rev. Dr. Crolly. A diabolical libel has appeared in the Pilot newspaper, stating broadly, that this illustrious Prelate is insane! and forging a chain of circumstantial evidence, in which there is not one solitary word of truth. The infamy of this fabrication is heightened by the fact, known to all men who have watched the course of that abandoned journal—that the lie was systematically invented, and propagated for temporary factious purposes. Beyond doubt, it was calculated, with nice inquiry, what proportion of the people might be deluded by such a siander; and the chances of impunity were weighed, as a poisoner or a stabber weighs them, before he falls upon his victim. [Here follows allusions to the former career of Mr. Barrett, which, being rather libelious, we omit.] It is scarcely necessary to say, that at the very period at which the slander was written, Dr. Crolly was here, in Dublin, engaged in ecclesiastical business, and in his usual health and spirits." Refeal. Association.—At the weekly meeting, on Monday, the 6th instant, the proceeding of most importance was the reading, by John O'Connel, of a letter from Thomas Campbell Foster, (the Times commissioner,) denying the authorship, and totally disclaiming all knowledge of, and all connexion with, the letter previously read in Conciliation hall and attributed to him; and the retraction on the part of J. O'Connell of all the observations he had made respecting Mr. Foster in connexion with that letter,

of J. O'Connell of all the observations he had made respecting Mr. Foster in connexion with that letter,

and tendering him an ample apology. The rent for the week was announced to be \$22 Gs. 4d.

It will remove that they and been expelled from lesse, the Austrian authorities have eighted to the lessent Austrian authorities have eighted to the lessent Austrian authorities have eighted to the level of the Austrian authorities have eighted to the level by incolerance or scandalou to alicinate the hey should detach themselves from the religion of the fathers.

Mrs. Caudle, supporting that Mr. Caudle has made his will, it is 'only consciouse.

"There, I always said you'd a strong mind when you've his hey and the true of the consequence to me the consequence of the consequence to me the consequence to me whether your wills and any use. The consequence to me whether your wills and seen and the face to depy it.

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"To be sure, it can be of no consequence to me whether your will be and the consequence to me whether your will be and the consequence to me whether your will be and the consequence to me whether your will be and the consequence to me whether your will be and to the consequence to me whether your will be and to the consequence to the consequence to me whether your will be and to the consequen who writes this document and publishes it. I speak only the words of that writer, and come good or evil, I am the enemy of slavery in every form." (Cheers.)

The meeting of the Repeul Association, on Monday last, was an exceedingly dull affair. The Liberator was absent—but his place was supplied by his son John, who seted as commander-in-chef upon the occasion. He apologised to the "Times Commissioner" for the attack he had made on him on the previous Monday, after which he entered into a history of the annexation of Texas, observing that the slave owners in the Southern States had, for their own base purposes of spreading and fostering the slave system, and, what was far worse, of slave breeding, annexed Texas, in order, by the addition of a few more Southern States, they might be able to cutrote the Northorn, who are opposed to slavery. He also characterized the proceeding as a "barefaced wrong" and a "notorious swindle." Mr. O'Connell was taken to task by a person sitting in the body of the hall, who told the honorable and learned gentleman that he was better acquainted with the States than he, Mr-O'Connell, could be. He said that the object of annexing Texas was not for the purpose of promoting slavery, but to prevent England from ever having the power of making a successful attack upon American independence The rent was announced at £322 6s. 4d.

France.

The interest of the news centres in the accounts from Algiers and Italy. Abd-el-Kader, who seems determined to struggle while he can wield a sword for the independence of his native land, has already proved a sore scourge to France. Nothing but the hand of death, it seems, can subdue the indomitable perseverance of the fiery, high-souled Arab. The fruits of the French expedition to Morocco last year may now be seen in the destruction of the French force at Djemira-Ghezona, amounting to 450 men. The commanding officer was inveigled from his post on the frontiers of Morocco, and cut to pieces. Only fourteen escaped. Flushed with this triumph, the successful Abd-el Kader rushed at higher game—attacked General Caraignac, at the lead of a censiderable force, and, although repulsion, succeeded in making the enemy feel the weight of his prowess.

if his prowess.

This disaster has produced much depression, and not a little anger, in France. The King, especially, not a little anger, in France. The King, especially, is annoyed at it; and the government, it is said, are now resolved to hunt the Arab lead if from the face of the earth. Twelve thousand men, or six regiments of troops, are to be instantly despatched to Algiers. Bugeaud is ordered to rejoin the army and preparations are making on a large scale for carrying "the pride, pomp and circumstance of glorious war" into the heart of the country. But what will this avail? The climate will continue to mow down the invaders, if the natives cannot. The desert will afford a home for the hardy recusants. Abd-e-Kader, as heretofore, will escape pursuit, and ever and anon will "drop down" upon the Frenchmen when they least expect it. Africa, in short, will prove the grave of Louis Philippe's troops—the mausoleum, it may be, of his dynasty.

This unfortunate French colony in Africa is one of the legacies which Louis Philippe received with his throne. It has been kept up and sustained from a desire to flatter the national pride, rather than from any conviction of its relative value as an appendage to France.

The Paris Constitutionnel, says the "medical men of France have ordered to Algiers persons afflicted with pulmonary diseases. The Minister of War has directed a scientific commission to proceed to that country to examine whether it might not be advisable to establish at Algiers a military hospital for soldiers so affected."

A report was current that an expedition was to be

A report was current that an expedition was to be espatched against Madagascar, under command of the Prince de Joinville.

Our accounts from Madrid are of the 2d inst. The Our accounts from Madrid are of the 2d inst. The Progressitas were in active preparation for the approaching municipal elections. The Gazette publishes a royal decree for the formation of a squadron of cavalry to be called the squadron of Majorca, and to be permanently stationed in that island. The trials of Senors Cortina, Munoz, and other members of the Cortez, accused by the administration of Gonzales Bravo of having been implicated in the insurrection at Alicant, commenced on the 1st inst... asurrection at Alicant, commenced on the 1st inst., and were expected to terminate in their acquittal. I'wo sergeants were shot on the 26th ult. at Madrid or an imputed participation in the late military con-

The Madrid Gazette publishes the text of a treaty of peace concluded between Spain and the Republic of Chili. A full and complete amnesty is granted to all Spaniards and Chilians who may have faken part in any of the late dissensions between the two countries, and the independence of the Republic of Chili is fully recognised by the Queen of Spain. The negotiation with the See of Rome was progressing, though slowly. A courier had been despatched from Madrid with the reply of the Govarnment to the last demands of the Papal Court, and with a declaration of its wish to see the questions in dispute brought to an issue.

The Gazette of the 29th ultimo contains a decree countersigned by Senor Pidal, announcing some very important changes in the universities, as ordered by the new system, the principle of which it would seem, is to add to the power of the crown. The depot companies of the infantry have been suppressed by an order from the war office. The progressista party have lately held a meeting in order to making arrangements for taking an active part in the approaching municipal elections.

Twelve men, who were sentenced to death by a curt martial for robbery, have suffered the extreme penalty of the law. On the 28th nlt. the execution of a bandit called Pedro Vinals, took place at Gerona It appears he had for a long time been the terror of the province, and when hardly pressed had made his escape into France, but was delivered up by the authorities in virtue of existing treaties. After his conviction he confessed that during his short career, for he was only thirty-four years of age, he had murdered nine persons and wounded many more. He had joined the Carlists at the age of fourteen.

MARRIAGE OF THE QUEEN OF SPAIN.—The Madric MARRIAGE OF THE QUEEN OF SPAIN.—The Madrid papers place beyond a doubt the fact that the French court is carrying the matter triumphantly through. The Duke de Rianzares has returned to Madrid from Paris, where, with M. Donozo Cortes, he went to arrange the marriage question with Louis Philippe in person. The Augsburg Gazette states that the Cabinet of Vienna had given in its adhesion to the marriage of Prince Ferdinand of Saxe Coburg with the Queen of Spain, and that the object